

## **Paine Field Community Council Meeting Minutes February 12, 2008**

### **Attendees**

Bob Fadden (SE Quadrant)  
Barbara Earl (Off-Airport Business)  
Russ Keyes (Pilot Representative)  
Nick Heminger (On-Airport Business)  
Rich White (Off-Airport Business)  
Kris Huxford (NW Quadrant)  
Harold Quinby (NW Quadrant)  
Vernon Chase (SW Quadrant)  
John Richardson (NE Quadrant)  
Marilyn Dauer (SW Quadrant)  
John Green (Pilot Representative)  
Mike Ellis (On-Airport Business)  
Todd Echelbarger (Off-Airport Business)  
Jonathan Blubaugh (NE Quadrant)  
Dave Wheeler (On-Airport Business)

### **General Public**

Fran Richardson  
Dave Van Horn  
Carol Green  
Bill Johnson  
Joe Gates  
Jim Shelden  
Chip Adams  
Grant Woodfield  
Bob Larsen

### **Airport Staff**

Dave Waggoner (Airport Director)  
Bill Dolan (Deputy Director)  
Bruce Goetz (Operations)  
Kara Underwood (Operations)  
Julie Close (Operations)  
Greg Huebner (Operations)

Russ Keyes called the meeting to order at 7:02 p.m. and asked for introductions from around the room. Following introductions, Russ introduced the new officers. Barbara Earl, Marilyn Dower, and Kris Huxford are the new Chair, Vice-Chair, and Secretary, respectively. All were accepted favorably.

### **Approval of the November 13, 2007 Community Council Minutes**

The minutes of this meeting were unanimously approved.

### **Review of Noise Monitoring and Operations Summaries**

Bruce Goetz began this topic with a look at annual operations numbers. In the year 2007, Paine Field had a total of 134,000 total takeoffs and landings. This total is much lower than the previous five years. He used 2003 as an example, when the airport experienced 200,000 operations. These numbers show a downward trend, due likely to the fact that smaller aircraft are responsive to the rising fuel costs. (Currently about \$5.00 per gallon) These GA aircraft account for 95% of the total annual operations at Paine Field. Bruce next spoke about noise complaints using a PowerPoint slide presentation. The total number of noise complaints for 2007 came in at 879.

A question was asked why there was there a sudden increase in noise complaints between 2004 and 2005? Bruce replied that the issue of commercial air service had come up in discussion, and it's the natural tendency of the surrounding public to complain more about aircraft noise as a result of this. Since then, the numbers have naturally regressed following fewer talks on the subject.

The numbers of high-power engine runs, along with the resulting noise complaints that accompany them, continue to decrease at Paine Field. Prior to the year 2000, noise berms were installed around the Boeing ramp, as well as the installation of a sound attenuating wall at the Goodrich operation. These have been very effective in reducing the number of noise complaints, and we expect the trend to continue.

Harold Quinby asked about the number of calls that the airport is unable to research. Bruce explained that there is an "insufficient data" column in the report that represents the number of noise complaints that the Operations department is unable to track down through the use of several different methods.

Dave Waggoner asked Bruce to explain to the attendees the procedures that the operations department undertakes when it receives a noise complaint. He noted that the airport records the Air Traffic Control Tower frequencies 24 hours a day and has a subscription service that tracks all instrument flight arrivals and departures into the airport. Bruce noted that the AFTEM's system is down right now due to company changeover. In addition, the airfield has video surveillance cameras that record all of the operations, and the Air Traffic Control Tower supplies the Ops department with flight strips containing necessary flight information.

Question was asked about the costs that the airport incurs in the monitoring of aircraft noise? Bruce explained that the practice comes with a high cost, and he has one employee monitoring this system on a near full time basis.

Question was asked about the distance that the airport can track noise complaints? Bruce stated that the airspace at Paine Field is within 5 miles of the airport. He noted that noisy aircraft such as the Airlift Northwest Helicopter pass through the area but do not take off from Paine Field or end their flights at the airport. In these instances, we notify the resident that these aircraft flight operations are out of our jurisdiction.

Question was asked about cost of noise monitoring, who pays for it, and is it worth the cost incurred? The airport spends \$1000 per month on system maintenance and data tracking subscription fees. The airport is self-sustaining and pays for all of the equipment involved, and the consensus reaction from the noise complainers themselves is that the noise monitoring program is indeed worth the costs involved.

Dave Waggoner noted that aircraft occasionally receive noise complaints when they are flying under normal procedures. The airport is unable to impose fines to aircraft, and the benefit it receives from the money and man hours involved in noise monitoring comes in the form of gained awareness of abnormalities during flight operations. When the airport becomes aware of these it can resolve the issue as best as it can in order to prevent further affects to the public while allowing normal flight operations to continue.

### **Current and upcoming planning and construction projects.**

Bill Dolan gave a presentation on upcoming planning and construction projects.

#### North Ramp

Three projects are currently underway in the north ramp area. Boeing is expanding their flightline to add additional parking stalls area on the southeast corner of their ramp. Construction is underway and they will be building through the end of the year. Moss Bay Aviation is in the second phase of development of the north Paine corporate hangars. 60% of the current occupancy houses piston aircraft, and the current development will focus primarily on business jets. The new units will be 75 ft. x 75 ft. and 95 ft. x 95 ft. In order to complete the project, nearly 200,000 yards of dirt must be brought into the area to raise the grade of the land up to that of the surrounding ramp area. The project will resume in early spring when the weather will cooperate better with dirt filling, and building construction will be begin sometime this summer. The third portion of the north ramp project will involve extending the perimeter road to 29<sup>th</sup> avenue to better accommodate airport service vehicles.

#### Kilo 6

A new 6-acre lease has been signed with a company called Kilo 6, LLC. The company will be building 3 hangars. The largest hangar will be 40,000 square feet, and will be home to the Historic Aircraft Foundation, which currently has aircraft in various smaller hangars around the airport. Public tours will be available upon completion of construction with nearly 16 fully

restored aircraft on display. Another hangar will feature two bays that can house large corporate jets like the Gulfstream 5. The third hangar will also have two bays that can accommodate aircraft like the Falcon 50 and large Citation jets. The two bay hangars will begin construction within the coming weeks, and the large hangar construction will commence this summer.

### Castle and Cooke

Castle and Cooke is owned by David Murdoch, who also owns Dole Foods as well as nearly every brick company in the state of California. Castle and Cooke recently bought Everett Jet Center and has since signed a 15 acre lease with options for 10 more adjacent acres. This will be a phased development that will take place over 8 years. Castle and Cooke is the largest corporate FBO at Van Nuys Airport in California, which is currently the largest GA airport in the country. In addition, they have purchased a FBO operation in Honolulu. A 150 foot wide strip of insufficient pavement at Kilo 6 will be narrowed to 50 feet of full strength pavement built by Kilo 6, LLC. Kilo South, a group 3 area with a 50 foot width will be constructed in 2010 by the airport through grant funding. This area will have the ability to accept traffic of heavier aircraft (Up to a 737), but will be primarily used by Gulfstream aircraft.

### Flying Heritage Collection

Paul Allen's personal collection of restored vintage war aircraft, which is currently based in Arlington, will soon move to Paine Field and be housed in hangar 207. The 54,000 square foot building, which has 42,000 square feet in the barrel portion of the hangar, has been newly renovated to accommodate the aircraft collection. The contract was negotiated through Vulcan, and the upgrades to the 1950's hangar totaled nearly \$6 million. The aircraft will arrive in early April, and the doors will open for business around Memorial Day.

### New ARFF Station

The current location of the Aircraft Rescue Firefighting station is in building 219 on the airport. The airport has received a verbal commitment from the FAA to provide grant funding for the construction of a new ARFF station. The airport hopes to receive \$3 million in funding this year for the project. The existing station has been somewhat restored due to some molding problems in the past; however, the facility is too small to meet the demands of present day firefighter operations. The new building will be sized to accommodate the entire fleet of emergency vehicles. The airport currently has four 3,000 gallon firefighting trucks. The construction bidding for this project will open within the next 2 months.

### CAT II Approach

Paine Field currently has a category I precision instrument approach on runway 16R-34L. This approach allows for aircraft operations in poor visibility, but the system isn't usable in less than poor visibilities. In adding an extra Runway Visual Range (RVR) antenna at the midfield of the runway, the airport can provide for instrument landings in Category II conditions. A CAT II approach system will enable these aircraft to land when the ceiling is 100 ft. above ground level or greater. This enhancement will be very beneficial for Boeing aircraft, and the airport is currently analyzing the feasibility of adding the antenna to the current precision ILS. The goal is to determine how many hours per month that the airport experiences weather conditions with visibilities lower than the allowable minimums of the current category I system. The new system would only be available for use by category 3 aircraft and trained flight personnel from the same

category. Should the airport decide to make the upgrade, the process should be implemented by the first quarter of 2009.

### Taxiway Alpha Rehabilitation

Taxiway Alpha runs parallel to runway 16R-34L and was constructed in 3 phases between the early and mid 1980's. This taxiway was built without edge drains, which doesn't comply with current FAA design standards. The weight of heavier aircraft such as the Boeing 777 have taken their toll on this taxiway, and the situation can't be fixed with a simple overlay. The airport has already spent roughly \$500,000 on temporary repairs to a 3000 ft x 50 ft section of Alpha, and the airport is currently figuring out what scale of repair will be needed and is actively seeking proposals from engineering firms on what could be a multi-year project costing between \$7-20 million. The goal is to gain the maximum life out of the pavement while minimizing the affects on operations.

### Airfield Access and Security

Dave Waggoner spoke on this subject. He began by mentioning the Airports 24 hour camera system on the airfield. The airport is continually upgrading the system in order to better serve the noise monitoring and security needs of the airport. The airport is also implementing a brand new lock and key system to the airport that is badly outdated. Keys will still be used, and they will be for a higher level of security. The airport is also upgrading the access to gates around the airfield.

### Part 139 Cert Inspection

The airport is inspected once yearly by the FAA in order to meet the criteria for offering service to air transport category aircraft. All airports that have passenger service must pass this annual inspection to continue these operations. Paine Field has recently passed this inspection and had a great showing with zero discrepancies.

### Future of Flight-Aviation Center & Boeing Tour

Dave began this topic with a diagram that displays the attendance numbers to the Boeing Tour center before the opening of the Future of Flight center and the numbers of attendees since it has opened. The green line displays how the number of visitors from two years ago when the FOF first opened, and the white line shows the number of visitors to the Boeing tour during 2007. Thus far in 2008, the weeks are ahead of last year's pace by about 25%.

### Tenant Updates

**Boeing-** Rich White spoke on behalf of the Boeing Company. Boeing is currently in phase 1 of the expansion of the flight line parking stalls from the current ramp out to Airport Road. With the growing production of the 747, as well as the future production of the 787, Boeing is expecting a need for more ramp parking space in order to meet the intended delivery schedule of these aircraft. They have also upgraded their fuel farm facility. Boeing is currently underway with an employee parking study, and they realize a tremendous need for added parking to aid in the demands of the shift changeovers. Shuttle service is currently being offered to employees to get them wherever they need to go on Boeing's property.

Question was asked where the extra Boeing aircraft would be parked before delivery? Rich stated that Boeing is currently in talks with the airport in order to determine where these aircraft will be parked. Dave Waggoner added that the aircraft won't be parked anywhere that won't provide alternative routing to other aircraft taxiing around the airport. The process will resemble what the airfield is like during times of construction or painting when the airport closes certain sections of the AOA.

Question was asked how many takeoffs and landings occur with each new airplane produced before it leaves Paine Field for delivery? Rich explained that the number will usually vary with flight testing, and every aircraft must have at least one "B" flight and one "C" flight before it undergoes painting, but the ideal number is 3 to 4 takeoffs and landings.

**Goodrich/Aviation Technical Services**-Company was recently acquired by the McCorey finance group of Australia. The operation will remain unchanged, and all employees will be retained. The operation is operating at full capacity. The only current challenge to them is finding qualified mechanics. They have 1,000 aircraft technicians, and the company employs total number of 1,400.

#### FBO's

**Crown Aviation**-The company is actively pursuing more mechanics for their operation. Company is very busy with aircraft maintenance.

**Northwest Aviation**- Dave Wheeler spoke on behalf of the company. The flight school is doing well and the testing facility is remaining busy.

#### Council Member Reports/Comments

One Member spoke of the recent Bellanca accident and asked if the cause of the cause has been determined? Dave Waggoner replied in saying that the NTSB inspected the engine visually here before having it transported to an outside facility for internal examination. The findings will be posted on the NTSB website upon conclusion of the inspection.

Another question was asked regarding the current annexation proceedings regarding the land on the west side of the airport that abuts Mukilteo along the Speedway. Does the airport partake in these talks? Dave answered in saying that the annexation has been opposed by both the County and Fire District. The airport doesn't currently take part in these hearings.

#### Public Comments

None

The meeting was adjourned at 8:34 p.m.